

Boston and Albany Railroad Station
Wellesley
Norfolk County
Massachusetts

HABS No. MASS-668

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PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Eastern Office, Division of Design and Construction
143 South Third Street
Philadelphia 6, Pennsylvania

BOSTON AND ALBANY RAILROAD STATION

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Address: Wellesley, Norfolk County, Massachusetts.

Present Owner and Occupant: Boston and Albany Railroad, South Station, Boston, Massachusetts.

Present Use: Railroad station.

Brief Statement of Significance: Commissioned in 1884, this is one of a series of railroad stations designed by H. H. Richardson for the Boston and Albany Railroad. Henry Russell Hitchcock in The Architecture of H. H. Richardson and His Times says this station is "moderately successful, as is the similar one at Waban."

PART I. HISTORICAL INFORMATION

A. Physical History

1. Original and subsequent owners: Boston and Albany Railroad.
2. Date of erection: Commissioned 1884.
3. Architect: Henry Hobson Richardson.
4. Sources of information: Henry Russell Hitchcock, Jr. The Architecture of H. H. Richardson and His Times (New York: The Museum of Modern Art, 1936). pp. 262-263.

B. Likely Sources Not Yet Investigated: Boston and Albany Railroad Archives, South Station, Boston, Massachusetts.

PART II. ARCHITECTURAL INFORMATION

A. General Statement

1. Architectural character: This station is a medium-sized one-story building with the heavy masonry, dominant roof, and wood interior characteristic of Richardson's work. It is similar to the station at Waban, Massachusetts.
2. Condition of fabric: Good.

B. Technical Description of Exterior

1. Overall dimensions: This is a long rectangular building, one story high. The long axis of the building runs east-west, with the front entrance on the south, and the tracks and platform on the north.
2. Foundations: Masonry.
3. Wall construction: Rough faced, random coursed ashlar of squared red and light gray granite.
4. Porches: The projecting eave on the north side of the building continues beyond the ends of the building as porches supported by wood posts, sheltering the platform.
5. Chimneys: One rough faced, stone chimney at the east end of the building.
6. Openings: Masonry openings are finished with rough faced, red stone, and have horizontal lintels. Windows are either double hung or operating single sash; window sash have either one or two lights.
7. Roof:
 - a. Shape, covering: Hip roof covered with slate. Short lower roofs project at right angles from the main roof toward the platform at the ends of the building. These cover round bays in the plan and have rounded hip ends.
 - b. Eaves: The open eaves project deeply on both sides of the building. On the south, street side of the building, the eaves are supported by wood brackets which rest on stone corbels; on the north, platform side, the eaves are supported on wood posts.
 - c. Dormers: Large centered gable dormers on both north and south sides of the building have stone faces and parapets. Each gable end has a row of three square windows with a semi-circular window over the middle one of the row.

C. Technical Description of Interior

1. Floor plan: Large central waiting room with rounded projecting ticket booth in the center of the north wall; east and west ends of building are partitioned into additional ticket areas, lavatories, etc.
2. Flooring: Narrow board floor.

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3. Wall and Ceiling finish: Walls and ceilings sheathed with molded boarding, varnished, which runs vertically on the walls and horizontally at the sloping ceiling level. Exposed wood ceiling structure has modified hammer-beam trusses with continuous lower chords.
4. Doorways, doors, and windows: Varnished wood doors for the most part raised with four horizontal sunk panels. Doorways and windows have molded architraves, with mitred corners, on plinth blocks.
5. Trim: Molded wood trim
6. Hardware: Doors have original knobs and butt hinges.
7. Lighting: Modern electric fixtures.
8. Heating: Central heating system with a row of unusual free standing, circular radiators in center of waiting room.

D. Site

1. General setting: The station is in an urban setting between the railroad tracks and an approaching drive and parking lot.
2. Landscaping: Trees and shrubs.

Prepared by Abbott L. Cummings, Assistant Director
Society for the Preservation of
New England Antiquities
Boston, Massachusetts - January 1960
AND
Osmund R. Overby, Architect
National Park Service - March 1961